

Transportation Special Revenue Funds - Consolidated

DESCRIPTION OF MAJOR SERVICES

Road Operations is responsible for the operation, maintenance, and improvement of the County's road system that currently includes approximately 2,769 miles of roadways. Additional activities include administration, planning, design, construction, environmental management, and traffic operations.

Budget at a Glance

Total Requirements	\$148,328,751
Total Sources	\$102,232,209
Fund Balance	\$46,096,542
Use of Fund Balance	\$14,855,030
Total Staff	343

The Division's routine maintenance activities include patching and crack filling on approximately 7,500 lane-miles of asphalt pavement, grading of 533 miles of unpaved roads, shoulder maintenance, snowplowing of over 300 miles of mountain roads, traffic signal maintenance at 56 intersections, roadside weed abatement in urban areas, traffic sign and pavement striping maintenance throughout the system, storm repairs and cleanup, maintenance of 380 bridges and thousands of concrete box and metal pipe culverts, as well as maintenance of drainage facilities such as inlets, ditches, dikes, and gutters. Maintenance functions are provided through 13 yard districts with regional facilities located to best serve the 20,000 square-mile area of the County.

Road activities are funded primarily from highway-users sources. Funding sources consist of state and federal fuel taxes (Highway Users' Tax or Gas Tax), voter-approved state transportation infrastructure bond (Proposition 1B – a one-time funding source), local transportation funds generated by sales tax revenues (Measure I), and development fees. The Department has eight established Local Area Transportation Facilities Development Plans and one Regional Development Mitigation Plan containing 16 subareas throughout the County to collect funds for the purpose of mitigating the impacts of new development. Construction of major improvements (such as new roads, bridges, or adding of lanes) is limited to a few projects per year based on available financing.

The County's goal, for the maintained roads Pavement Condition Index (PCI), is good or better rating. Currently the average rating is in the very good range with some roads below a PCI rating of "Fair". In prior years, the Division utilized Gas Tax to fund the local share of major infrastructure projects such as major arterials and grade separations instead of utilizing those funds to maintain or improve the County Maintained Road System (Road System). Over the last two years, the General Fund provided a total of \$13.0 million to the Division to support the Pavement Management Program. With the focus of the Transportation Division being shifted to emphasize the maintenance of the Road System ahead of capital projects, the Division allocated its main funding sources to support maintenance and pavement preservation projects. Thus for 2013-14, the General Fund contribution for maintenance activities is only \$0.4 million. With this allocation, routine maintenance and pavement preservation projects will still be funded at \$23.0 million and \$18.0 million respectively and other Departmental functions such as traffic safety and support will still be maintained at the same level. This fundamental shift, which is necessary to ensure that the pavement condition of the Road System does not deteriorate, will also have an impact on the ability to complete non-pavement preservation projects that have been programmed as Gas Tax is no longer available to pay for the local share. These projects will now be reflected as unfunded and will be completed at the discretion of the Board of Supervisors. Therefore, in 2013-14, the General Fund is contributing \$0.9 million for the Yates Road realignment project and due to the slow growth in developer fees, the General Fund will also contribute \$3.2 million to help fund the required development contribution of the Glen Helen Parkway grade separation project. Furthermore due to the end of Proposition 1B funding in 2013-14, it is expected that in the upcoming years, the Division will not be able to sustain an \$18 million allocation to the Pavement Management Program and will require additional discretionary general funding to maintain the pavement condition of the Road System.

The Department's Land Development functions are being transferred to the Land Use Services Department effective July 1, 2013 in order to improve overall service to the development community.

Measure I is a Countywide one-half cent transaction use tax that was passed by the voters of San Bernardino County in November 1989 (1989 Measure), and extended by voters in 2004 (2004 Measure), to provide funding for transportation improvements until 2040. Measure I provides funding for roadway resurfacing, rehabilitation, and widening projects, as well as traffic signal projects throughout the County. The County is divided into six sub-

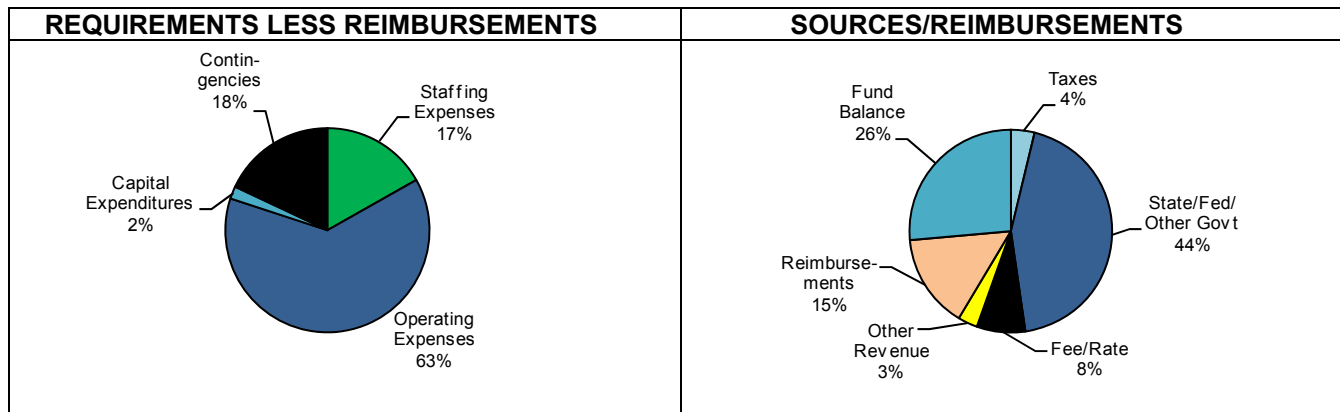


areas, and the Measure I funds received must be spent within the sub-area in which they were collected. The sub-areas are as follows: North Desert, Morongo Basin, San Bernardino Mountains, Colorado River, Victor Valley, and San Bernardino Valley.

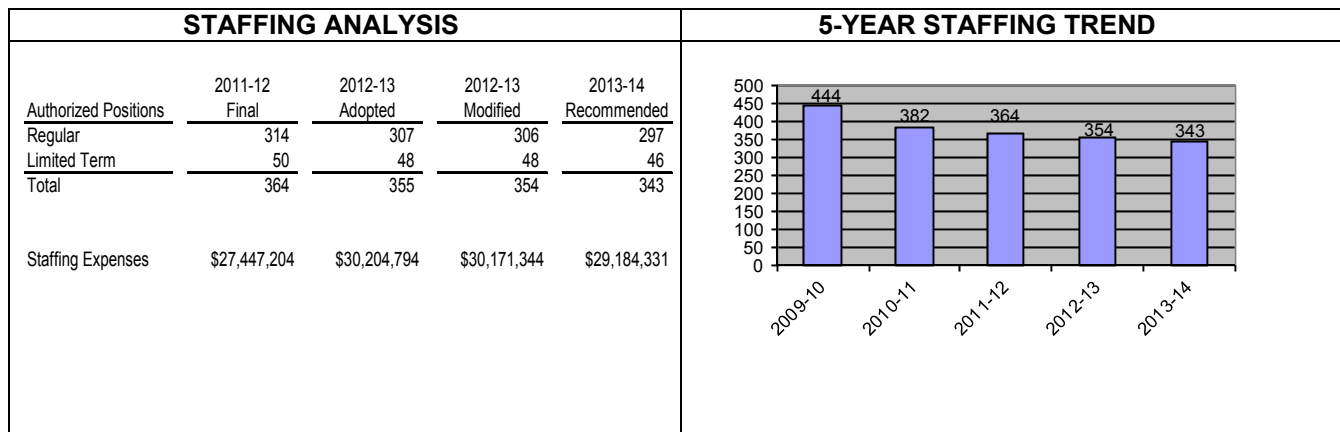
Facilities Development Plans were established by County ordinance to collect development impact fees for new construction of roads within the boundaries of the established fee areas. Fee ordinances have been approved in the areas of Helendale/Oro Grande, High Desert (Phelan and Pinon Hills), Lucerne Valley, Oak Glen, Yucaipa, Oak Hills, Snowdrop Road, South and East Apple Valley, and Summit Valley. Interim fee plans in the areas of Big Bear and Joshua Tree have been approved to collect fees pending final approval from the residents. Yucaipa and Oak Glen were dissolved in 2007 due to annexation.

Regional Development Mitigation Plan was adopted by the Board of Supervisors in 2006 as a condition of the voter approved Measure I Ordinance to generate fair-share development contributions for regional transportation needs resulting from the impacts of new development, including freeway interchanges, regional arterials, and railroad grade separation projects. The County of San Bernardino's development contribution target shares were calculated for each of the unincorporated city spheres of influence in the San Bernardino Valley and Victor Valley as part of San Bernardino Associated Government's (SANBAG) Development Mitigation Nexus Study. Development impact fees are collected at the time of issuance of a building permit for all residential, commercial, and industrial development. When sufficient fees are collected to cover the development contribution fair-share amount of projects, applications are submitted to SANBAG for the regional Measure I and/or federal and state funds necessary to construct the regional arterial roads, freeway interchanges, and railroad grade separation projects listed in the Regional Development Mitigation Plan. The Regional Development Mitigation Plan was updated with the effective date of August 25, 2012.

2013-14 RECOMMENDED BUDGET



BUDGETED STAFFING



ANALYSIS OF 2013-14 RECOMMENDED BUDGET

GROUP: Operations and Community Services
 DEPARTMENT: Public Works - Transportation
 FUND: Transportation Special Revenue Funds - Consolidated

BUDGET UNIT: Various
 FUNCTION: Public Ways and Facilities
 ACTIVITY: Public Ways

	2009-10 Actual	2010-11 Actual	2011-12 Actual	2012-13 Estimate	2012-13 Modified Budget	2013-14 Recommended Budget	Change From 2012-13 Modified Budget
Requirements							
Staffing Expenses	26,783,427	28,064,072	27,438,880	28,300,000	30,171,344	29,184,331	(987,013)
Operating Expenses	30,058,175	77,281,457	70,884,542	64,365,649	93,377,362	109,792,189	16,414,827
Capital Expenditures	2,570,520	6,556,695	6,854,687	6,353,515	7,267,807	3,442,000	(3,825,807)
Contingencies	0	0	0	0	32,143,980	31,241,512	(902,468)
Total Exp Authority	59,412,122	111,902,224	105,178,109	99,019,164	162,960,493	173,660,032	10,699,539
Reimbursements	(6,101,911)	(16,986,373)	(18,621,122)	(15,066,946)	(19,941,435)	(26,215,914)	(6,274,479)
Total Appropriation	53,310,211	94,915,851	86,556,987	83,952,218	143,019,058	147,444,118	4,425,060
Operating Transfers Out	11,318,805	214,098	5,119,090	5,771,254	1,570,269	884,633	(685,636)
Total Requirements	64,629,016	95,129,949	91,676,077	89,723,472	144,589,327	148,328,751	3,739,424
Sources							
Taxes	5,757,788	4,658,635	6,195,459	6,333,263	4,668,369	6,580,789	1,912,420
Realignment	0	0	0	0	0	0	0
State, Fed or Gov't Aid	70,482,121	56,212,604	60,477,497	49,401,049	60,319,211	76,699,807	16,380,596
Fee/Rate	1,941,752	5,038,763	5,274,361	2,926,281	7,005,472	13,509,200	6,503,728
Other Revenue	1,043,312	882,898	2,069,182	308,788	555,171	508,784	(46,387)
Total Revenue	79,224,973	66,792,900	74,016,499	58,969,381	72,548,223	97,298,580	24,750,357
Operating Transfers In	11,885,711	9,637,047	16,234,378	12,950,000	7,591,476	4,933,629	(2,657,847)
Total Sources	91,110,684	76,429,947	90,250,877	71,919,381	80,139,699	102,232,209	22,092,510
Fund Balance					64,449,628	46,096,542	(18,353,086)
Budgeted Staffing					354	343	(11)

DETAIL OF 2013-14 RECOMMENDED BUDGET

	2013-14			
	Requirements	Sources	Fund Balance	Staffing
Special Revenue Funds				
Road Operations	111,488,953	90,385,556	21,103,397	343
Measure I	27,417,501	9,146,027	18,271,474	0
Facilities Development Plans	2,767,183	48,333	2,718,850	0
Regional Development Mitigation Plan	6,655,114	2,652,293	4,002,821	0
Total Special Revenue Funds	148,328,751	102,232,209	46,096,542	343

Road Operations has requirements of \$111.5 million consisting of the following: \$29.2 million for staffing costs of 343 positions; \$80.9 million for operating expenses such as road maintenance, equipment/materials purchases, vehicle maintenance, County internal service and administrative expenses, insurance, professional services for road construction projects, and transfers for labor/equipment usage within all Department of Public Works divisions; \$3.4 million for capital expenditures (\$2.8 million to purchase land and right-of-way for planned road construction projects and \$0.6 million to replace equipment needed for daily operations); \$23.2 million in reimbursements from other Department of Public Works divisions for labor and equipment usage; \$0.9 million in operating transfers out primarily for capital improvement projects managed by the Architecture and Engineering Department (primarily demolition work for the Glen Helen Parkway grade separation project and paving the parking lot for the Big Bear Yard); and \$20.3 million is contingencies for future construction projects and a new accounting system.



Sources of \$90.4 million includes \$46.5 million in Gas Tax and \$25.7 million in state, federal, and other government aid for construction projects, with some of the major contributions being as follows:

- \$6.4 million from SANBAG for various projects
- \$3.9 million from State Proposition 1B funds for share of the Glen Helen Grade separation project
- \$3.6 million from Highway Bridge Program for various bridge repair and replacement projects
- \$2.9 million from Federal Highway Administration for Alabama Street at City Creek culvert replacement
- \$2.3 million from Union Pacific and Burlington Northern Santa Fee Railroads
- \$1.1 million from Highway Safety Improvement Program for Valley Boulevard median installation project

Also included in sources are: \$8.3 million from the San Bernardino Redevelopment Successor Agency for completion of the Cherry Avenue widening project and Cherry Avenue at Interstate 10 interchange improvement project; \$3.5 million of Federal Highway Administration Surface Transportation Program funds for the Cedar Avenue at Interstate 10 interchange improvement project; \$1.1 million from permit/inspection fees and other miscellaneous reimbursement for services to outside agencies; \$4.9 million in operating transfers, including a General Fund contribution of \$3.2 million for the local developer's share of the Glen Helen Parkway grade separation project; and \$0.4 million in other sources (primarily interest earnings).

Over the years, Gas Tax and Measure I funding have declined while costs have increased. In 2012-13, the General Fund contributed \$5.0 million in one-time funding to Transportation to assist in the maintenance of the County Maintained Road System. For 2013-14, the General Fund contribution decreased to \$0.4 million.

Measure I has requirements of \$27.4 million consisting of \$25.3 million in operating expenses for road construction projects, routine maintenance, and snow removal; \$4.9 million in anticipated contingencies set aside for future road construction projects; and \$2.8 million in reimbursements from Road Operations to partially fund a portion of costs associated with Ranchero Road and Phelan Road. Sources of \$9.1 million include \$6.6 million in Measure I sales tax and \$2.5 million in federal and other government aid for the following projects: Ranchero Road signal installation; Maple Lane drainage improvements; and Orange Blossom bike trail.

Facilities Development Plans has requirements of \$2.8 million, which includes \$0.9 million in operating expenses primarily for the design of Shadow Mountain Road in the Helendale/Oro Grande area and Rock Springs Road Widening and Bridge over the Mojave River in the Southeast Apple Valley area. These expenses are partially offset by a reimbursement of \$138,368 from the Measure I fund for a share of the Shadow Mountain project. Additionally, \$2.0 million has been allocated to contingencies for future construction projects. Sources of \$48,333 consist of anticipated development fees and estimated interest earnings.

Regional Development Mitigation Plan has requirements of \$6.7 million. This amount consists of \$2.2 million to the Road Operations fund for SANBAG's public local share of Reche Canyon Road and Slover Avenue rehabilitation projects, Glen Helen Grade separation project, and Cherry Avenue at Interstate 10 interchange improvement project; \$0.5 million to Measure I for developer's share of Ranchero Road; and \$4.0 million allocated to contingencies for future road construction projects. Sources of \$2.7 million include \$2.1 million from SANBAG for various road rehabilitation projects and \$0.6 million in development fees.

BUDGET CHANGES AND OPERATIONAL IMPACT

Consolidated Special Revenue Funds are increasing total requirements by a net amount of \$3.7 million as follows:

- \$1.0 million decrease in staffing expenses primarily because of a net reduction of 11 budgeted positions.
- \$25.3 million increase for new road construction projects that include Glen Helen Parkway grade separation, Maple Lane drainage improvements, Ranchero Road signal installation, Alabama Street at City Creek culvert construction, National Trails Highway bridge rehabilitation projects at Avon and Kalmia washes, and various sidewalk construction projects.
- \$15.0 million decrease due to projects being completed during 2012-13 including Cherry Avenue widening, Lenwood Road culvert construction, Escondido Road drainage improvements, Sheep Creek Road rehabilitation, and Baldwin Lake Road rehabilitation.
- \$6.1 million increase for transfers among funds due to contributions for various road improvement projects including Ranchero Road signal installation, Glen Helen Parkway grade separation, and Maple Lane drainage improvements.



- \$3.8 million decrease in capital expenditures due to a \$1.8 million reduction in anticipated right of way purchases for major construction projects and \$2.0 million less for equipment and vehicle purchases.
- \$0.9 million decrease in contingencies due to utilization of these funds for current projects.
- \$6.3 million increase in reimbursements due to additional inter-fund contributions for joint participation projects including \$4.5 million from Measure I for Yates Road realignment, North Bay Road rehabilitation, and Glen Helen Parkway grade separation, and \$1.8 million from Flood Control District for Alabama Street at City Creek culvert replacement.
- \$0.7 million decrease in operating transfers out, primarily to Architecture and Engineering Department for oversight of various capital improvement projects.

Total sources are increasing by a net \$22.1 million primarily as a result of the following additional funds anticipated for 2013-14:

- \$1.9 million of Measure I tax revenue.
- \$6.7 million from SANBAG for Glen Helen Parkway grade separation project (\$5.2 million) and Maple Lane drainage improvements (\$1.5 million).
- \$2.3 million from Southern Pacific and Union Pacific Burlington Northern Rail Roads for the Glen Helen Parkway grade separation project.
- \$4.6 million from Federal Highway Administration for Alabama Street culvert construction (\$2.9 million) and Glen Helen Parkway bridge construction (\$1.7 million).
- \$1.3 million from the Highway Bridge Program for Yermo Bridge reconstruction.
- \$1.8 million from the Highway Safety Improvement Program for the Cedar Avenue and Valley Avenue median installation projects.
- \$8.3 million from the San Bernardino Redevelopment Agency successor for the Cherry Avenue widening project and the Cherry Avenue at Interstate 10 interchange improvement project.

These increases are partially offset by the following sources reductions:

- \$2.1 million less from other agencies that includes the City of Fontana for right of way portion of the Cherry Avenue at Interstate 10 interchange improvement project (\$1.5 million) and SANBAG for Calabash Avenue improvements (\$0.6 million).
- \$2.7 million less is operating transfers from the General Fund for a cost accounting system (\$2.0 million) and various road projects (\$0.7 million).

The fund balance is projected to decrease by \$18.4 million due to the planned completion of several Proposition 1B funded road construction projects in 2012-13.

PROGRAMMATIC INFORMATION

With the focus of the Transportation Division being the maintenance of the County's Maintained Road System, public safety, and infrastructure improvements, a variety of road related projects have been identified for 2013-14.

Project Type	Major Projects	Funding Sources
Major Rehabilitation and Overlay	Parker Dam Road, Rimrock Road, Almond Avenue	Measure I, Proposition 1B, Gas Tax
Surface and Chip Seal	El Paseo Street, Cedar Avenue, Grove Place	Measure I and Gas Tax
Major Infrastructure Improvements	Glen Helen Parkway grade separation, Lenwood Road grade separation, Yates Road reconstruction, Interstate 10 at Cherry Avenue interchange improvement.	Measure I, Gas Tax, Flood Control District, Federal grants, Developer Fees, and other local agencies
Public Safety	Medians on Cedar Avenue, crosswalk lights on Beach Avenue, and various sidewalk construction.	Measure I, Gas Tax, Federal and State grants
Bridge Repair and Replacement	Yermo Bridge, Garnet Street Bridge, and several bridge repairs on National Trails Highway.	Federal grants, Gas Tax, Federal Toll Credits



STAFFING CHANGES AND OPERATIONAL IMPACT

Staffing expenses of \$29.2 million fund 343 budgeted positions of which 297 are regular positions and 46 are limited term positions. The 2013-14 budget reflects a net decrease of 11 positions. Changes include the addition of the following new positions:

- 1 Business Applications Manager (BAM) to interact primarily with the Information Systems Department (ISD) on future system implementations and development of integral functions, policies and procedures. This addition will not have a budgetary impact since Public Works is currently paying ISD for the equivalent of a full time BAM.
- 1 Accountant III to help manage the complex reporting, auditing, and cost accounting requirements associated with the Department of Public Works.

The Transportation Division is also deleting 3 vacant positions (1 Public Works Engineer II; 1 Engineering Technician IV; 1 Engineering Technician V) without an impact to departmental operations and transferring 10 positions (1 Public Works Engineer IV; 1 Public Works Engineer III; 2 Public Works Engineer II; 1 Engineering Technician V; 3 Engineering Technician IV; 1 Secretary I; 1 Office Assistant III) to the Land Use Services Department in order to better serve the development community.

In addition, the 2013-14 budget includes the following recommended reclassifications:

- Automated Systems Analyst I to Automated Systems Analyst II
- Engineering Technician I to Engineering Technician II

2013-14 POSITION SUMMARY

Division	Regular	Limited Term	Total	Filled	Vacant	New	Total
Administration	5	0	5	5	0	0	5
Design	28	0	28	27	1	0	28
Planning	18	1	19	17	2	0	19
Traffic	25	0	25	23	2	0	25
Operations	144	42	186	160	26	0	186
Contracts/Inspections	25	2	27	25	2	0	27
Traffic Operations Services	24	1	25	24	1	0	25
Permits	7	0	7	7	0	0	7
Administrative Services	12	0	12	11	0	1	12
Budget/Revenue Claiming	5	0	5	5	0	0	5
Information Technology Services	4	0	4	3	0	1	4
Total	297	46	343	307	34	2	343



<p>Administration</p> <p><u>Classification</u></p> <p>1 Director of Public Works</p> <p>1 Executive Secretary II</p> <p>1 Secretary II</p> <p>1 Staff Analyst II</p> <p>1 Office Assistant III</p> <hr/> <p>5 Total</p>	<p>Design</p> <p><u>Classification</u></p> <p>1 Public Works Engineer IV</p> <p>3 Public Works Engineer III</p> <p>6 Public Works Engineer II</p> <p>1 Supervising Land Surveyor</p> <p>5 Engineering Technician V</p> <p>5 Engineering Technician IV</p> <p>4 Engineering Technician III</p> <p>1 Engineering Technician II</p> <p>1 Secretary I</p> <p>1 Office Assistant III</p> <hr/> <p>28 Total</p>	<p>Planning</p> <p><u>Classification</u></p> <p>1 Chief Public Works Engineer</p> <p>1 Public Works Engineer IV</p> <p>2 Public Works Engineer III</p> <p>2 Public Works Engineer II</p> <p>1 Engineering Technician V</p> <p>3 Engineering Technician IV</p> <p>1 Engineering Technician III</p> <p>1 Supervising Transportation Analyst</p> <p>4 Transportation Analyst</p> <p>1 Geographic Info Systems Tech III</p> <p>1 Contract PSG Transportation Planner</p> <p>1 Secretary I</p> <hr/> <p>19 Total</p>
<p>Traffic</p> <p><u>Classification</u></p> <p>1 Public Works Engineer IV</p> <p>3 Public Works Engineer III</p> <p>2 Public Works Engineer II</p> <p>1 Incident Reconstruction Specialist</p> <p>1 Engineering Technician V</p> <p>6 Engineering Technician IV</p> <p>5 Engineering Technician III</p> <p>3 Engineering Technician II</p> <p>1 Secretary I</p> <p>1 Office Assistant IV</p> <p>1 Office Assistant II</p> <hr/> <p>25 Total</p>	<p>Operations</p> <p><u>Classification</u></p> <p>1 Chief Public Works Engineer</p> <p>2 Public Works Operations Supt</p> <p>10 Public Works Operations Supv</p> <p>13 Maintenance & Const Supv II</p> <p>2 Maintenance & Const Supv I</p> <p>16 Maintenance & Const Worker II</p> <p>12 Maintenance & Const Worker I</p> <p>23 Equipment Operator III</p> <p>69 Equipment Operator II</p> <p>34 Equipment Operator I</p> <p>1 Equipment Parts Specialist I</p> <p>1 Secretary II</p> <p>1 Office Assistant III</p> <p>1 Public Service Employee</p> <hr/> <p>186 Total</p>	<p>Contracts/Inspections</p> <p><u>Classification</u></p> <p>1 Chief Public Works Engineer</p> <p>1 Public Works Engineer IV</p> <p>4 Public Works Engineer III</p> <p>3 Public Works Engineer II</p> <p>2 Contract Project Senior Inspector</p> <p>4 Engineering Technician V</p> <p>5 Engineering Technician IV</p> <p>4 Engineering Technician III</p> <p>1 Engineering Technician II</p> <p>1 Secretary I</p> <p>1 Office Assistant II</p> <hr/> <p>27 Total</p>
<p>Traffic Operations Services</p> <p><u>Classification</u></p> <p>1 Public Works Operations Supv</p> <p>2 Maintenance & Const Supv II</p> <p>1 Maintenance & Const Supv I</p> <p>14 Maintenance & Const Worker II</p> <p>3 Maintenance & Const Worker I</p> <p>1 Equipment Operator III</p> <p>1 Equipment Operator II</p> <p>2 Equipment Operator I</p> <hr/> <p>25 Total</p>	<p>Permits</p> <p><u>Classification</u></p> <p>1 Public Works Engineer III</p> <p>1 Public Works Engineer II</p> <p>4 Engineering Technician IV</p> <p>1 Office Assistant III</p> <hr/> <p>7 Total</p>	<p>Administrative Services</p> <p><u>Classification</u></p> <p>1 Public Works Chief Financial Officer</p> <p>1 Administrative Supervisor II</p> <p>1 Supervising Accountant II</p> <p>1 Accountant III</p> <p>2 Accountant II</p> <p>1 Supervising Accounting Technician</p> <p>1 Accounting Technician</p> <p>1 Reproduction Equipment Operator</p> <p>1 Payroll Specialist</p> <p>2 Fiscal Assistant</p> <hr/> <p>12 Total</p>
<p>Budget/Revenue Claiming</p> <p><u>Classification</u></p> <p>1 Budget Officer</p> <p>3 Staff Analyst II</p> <p>1 Fiscal Assistant</p> <hr/> <p>5 Total</p>	<p>Information Technology Services</p> <p><u>Classification</u></p> <p>1 Business Applications Manager</p> <p>1 Business Systems Analyst II</p> <p>1 Automated Systems Analyst II</p> <p>1 Automated Systems Technician</p> <hr/> <p>4 Total</p>	

